

MINUTES

SALINA CITY PLANNING COMMISSION
CITY COMMISSION ROOM
Tuesday, July 18, 2006 4:00 PM

MEMBERS

PRESENT: Andrew, Bonilla-Baker, Funk, Mikesell, Ritter, Schneider, Simpson, Soderberg, and Yarnevich

MEMBERS

ABSENT:

STAFF

PRESENT: Andrew, Burger, Herrs, Johnson and Jeanfreau

Item #1. Approval of the minutes of the regular meeting held on June 20, 2006. The minutes of the June 20, 2006 meeting were approved as presented.

Item #2. Application #Z06-7, filed by the Salina City Planning Commission, requesting the addition of Section 42-419 North Broadway Boulevard Overlay District to Article VII, Planned Development Districts, of the Salina Zoning Ordinance.

Mr. Andrew stated we want to make this pretty informal and also informational. I know we had Mr. O'Leary down here earlier and he gave the Commission kind of an update on different things that are happening. If you drive around especially North Ninth Street out by the interstate, you'll see some changes occurring at the bridge over the creek out there and that is a project that is underway. I think Mr. Johnson just had an item involving ornamental lighting that will be erected on that bridge. We also received a grant from KDOT that relates to wayfinding and developing a system of wayfinding signs and the route of that initially is going to start at North Ninth Street and lead people into the city. So there is some work that is going to be done in the way of landscaping for the medians on Ninth Street, ornamental lighting on the bridge, some wayfinding signs, that will all lead down to about where Thomas Park is and St. John's Military School, and then on Ninth Street the medians end and from there we're looking at what can be done on North Ninth Street and what might be done at the corner of Pacific, Ninth and Broadway in terms of making that kind of an entryway and wayfinding location for directional signs, and then I might have Brad briefly go over what's happening with North Broadway just where we are in the process and what kind of physical improvements are planned for North Broadway.

Mr. Johnson stated thanks Dean. I guess the brief summary that's in your packet there does a pretty good job of explaining some of the details of the project. The Broadway corridor project as we like to refer to it has several components. The extent of the project is from just north of the viaduct on the south end all the way up to the Ninth, Broadway and Pacific intersection, and actually there's a small section of Pacific that's included with that that goes over to the Santa Fe intersection. Basically the project consists of a few things. One is the conversion of the roadway from a four-lane, very narrow four-lane I might add, 9 foot lanes in that range, to three 12 foot lanes. So we're not doing anything in terms of widening of the roadway, we're reconstructing the curb and gutters in the same footprint that exists today. Obviously the curb and gutter on that section of Broadway is in pretty poor condition so we're going to do some upgrades to that. We're doing a lot of driveway consolidation, realignment of intersections. We have, Broadway cuts through a normal grid on a 45-degree angle through there and it creates some real odd angles for the intersections, we're going to work to realign

those and bring them in perpendicular to Broadway. Also the project will include some traffic signal improvements at the Broadway/North intersection on the south end and then at the Ninth, Pacific, and Broadway intersection at the north end. The Santa Fe and Pacific intersection will operate as a two-way stop controlled intersection kind of as it is today. So that kind of summarizes some of the improvements that will be occurring there on that project. The project is scheduled for a bid letting in September, mid-September of this year, 2006. Most of the construction likely will occur in the spring of 2007. We may have some signal work and that type of activity late this fall or this winter, but most of the activity construction-wise will likely occur next year.

Mr. Andrew stated what we're doing as a Planning staff, and also working with Parks and Recreation, is we've been asked to look at that. A corridor is more than just the road that you drive on, it's also what's behind the curb and also what the development pattern is and the changes and trends in that corridor that have occurred and are occurring. I'm going to let Dustin Herrs give you a little overview. He's been assigned really to go out and do an extensive inventory of that corridor and come back with some recommendations of what can be done behind the curb and what opportunities there are to dress up that corridor.

Mr. Herrs stated here in the light blue, the red outline is what we have identified as the corridor that we are going to be doing an extensive study on here. To preface what that study is on, I'm going to go through some of the characteristics that we're going to be looking at. First off, is the land currently occupied, is there business being productively run from that property or is it vacant? What is the current land-use, is it some sort of industrial, is it a restaurant, is it a retail business of some sort? That kind of thing is what we're going to be looking at. What is the parking surface and the condition of the surface, is it gravel, is it pavement, is it asphalt? We are going to rate the condition. Is it something where you have a concrete parking lot and it's all spalling and cracked up? Are there storage containers or accessory buildings and structures on the site? We also are going to look at the actual buildings themselves, the foundations, the roofs, the exterior, the soffit and fascia. We'll rate all those conditions. We will look at the windows and landscaping and yard maintenance, as well as sign maintenance and how many signs there are and those sort of things when we do this study. To show you kind of what's existing, you can see the map here and the strange angles that take place at the intersection which is what Brad and the Engineering Department have somewhat addressed already and will be addressing when the projects get fully underway. To show you what is currently there, John has taken some pictures for us to look at and show us examples of some of the strange intersections, the mixed uses that have taken place over time with industrial, retail, restaurants, gas stations, things of those natures, as well as some of the landscaping and parking conditions that you'll see here. Mr. Herrs displayed a number of pictures depicting current conditions in the Broadway Corridor.

Mr. Herrs stated we want to get a handle on what exactly is there and we'll come forward after we have done that study and show you via this map that we have made, you know, what uses are different places, the conditions of the structures there, the conditions of the landscaping, the conditions of the buildings and things like that so you'll be able to see what the study is, and it will help us kind of see what needs to be done and what maybe the community would like to see done as far as an overlay district is concerned. Are there any questions or anything you would like to look at or talk about?

Mrs. Soderberg asked have you notified all of these business owners in this area and let them know that you are going to be doing some site visits, that kind of thing?

Mr. Andrew stated I think we have a couple things going on. Brad, don't you have a public meeting that's scheduled for later, is it August or the end of this month?

Mr. Johnson stated the end of this month.

Mr. Andrew stated we are going to meet with property owners to discuss some of the transportation issues. One thing we did on North Ninth, and it's a little harder to do because North Ninth is almost all residential, but we have already done kind of a similar inventory looking at Pacific up to Thomas Park, and what we did is we went out and put door hangers on everybody's door and said you're going to be seeing City vehicles and people with cameras and measuring wheels out in your neighborhood, and we're just letting you know what we're up to and we got a pretty positive response that their neighborhood was getting paid attention to. It's a little more challenging on Broadway in terms of door hangers or things like that, but we will probably use this public informational meeting that's going to discuss the transportation part as a means to get that information out. I think the door hangar, that approach could work pretty well but yes, if we're out there with a vehicle and cameras and things like that, we want people to know what the purpose is. So we will definitely inform the owners before we go out there with our clipboards and cameras.

Mr. Johnson stated with respect to the construction project and design project that we have there, we've already had two public input sessions. One was a meeting in this room about a year ago to explain what this project was about. It was during the study phase of the project. Also, after we were about to the 75 percent design plan stage, we also had meetings out there on site with individuals. We kind of took a block at a time, invited them at a specific time and had a general time for general inquiries and we personally invited each one of the business owners and land owners along the corridor to come in and would lay out the plans and show them what we were doing with respect to, "you know this is where we show you're driveway, do you have any concerns with that" and I think we got to a lot of people that way and I think it was marginally successful in that I think we got buy in from some, never all I don't think, but I think it was our best way of trying to at least inform each business owner of what the impact could be to their property. The other thing I might mention, I forgot to mention before, was we're also proposing a sidewalk along the north side, northwest side, I guess. It's kind of on an angle but along the north side, a sidewalk that connects the North Street intersection all the way to the five corner intersection. It ties in with the sidewalk along Pacific as well.

Mr. Funk stated you have a lot of poles in that corridor, power poles, telephone poles, what all. Is there going to be any revision to those pole locations?

Mr. Johnson stated yes there is and we've worked extensively with Westar Energy on those relocations. One of the things that the Kansas Department of Transportation requires when you use federal or state money is, and it's something that's very important to them, is clear zone distance back from the curb, and they require that poles maintain six feet behind the curb with the

speeds that we have here on Broadway unless there is a special exemption. So we're working with the utility franchise right now to have those relocations done before the project is bid. They've actually I think started doing some survey work out there for those relocations. Yes, that's one of the elements of the project.

Mr. Andrew stated you might want to explain Brad that up there at Pacific, Ninth and Broadway the plan is to basically close off the west side of Pacific there and make that a cul-de-sac.

Mr. Johnson stated yes one of the plans as Dean alluded to, at the five corner intersection we are proposing that fifth leg which is West Pacific would be terminated in the way of a cul-de-sac. It would allow some parking, a parking arrangement in there for those businesses, but they would have to go around to Tenth Street and back on Pacific to get in there. But that is one of the elements of the project that is proposed at this time.

Mr. Funk asked didn't you have a traffic circle, a roundabout planned there at one time?

Mr. Johnson stated there were some discussions of roundabouts. One of the things that when we applied for the grant from the state, there's quite a history in this project as I'm sure most of you know, but one of the things that they did was come back and said that the traffic signals at the intersections weren't warranted, but that they would fund improvements to mitigate the accidents that we were seeing there in the way of a roundabout. That's what they were recommending. Well we I think had some concerns about whether roundabouts would work very well there and so we hired a consultant to not only do a traffic study for what the most appropriate measure was for elimination of accidents, but also to study the corridor and what improvements we could make there in terms of alignment of intersections and all the things that were associated with the project, conversion to a three-lane, we had concerns over whether capacity would be there to handle the traffic that we have in a three-lane configuration, and the results of the study came back indicating that when you convert to a three-lane from a four-lane, first of all, the traffic engineers agreed that the capacity would be there to handle the traffic not only today but the projection of traffic also. And when you do that it changes the formula for whether signals are warranted. We were able to prove to KDOT that signals were warranted and actually restored funding for those intersection improvements in the way of traffic signal improvements. So we were kind of able to sell the traffic signal improvements that we requested originally by the conversion to the three-lane. It changed the formula and made the signals warranted at that point, so yes there was some discussion about roundabouts. We did have the consultant do a cost-benefit analysis comparing the improvement costs versus what is the benefit you save from the accidents that you will prevent depending on the infrastructure improvement and we were able to justify to KDOT that traffic signals were the best answer there.

Mr. Andrew stated we've given you a little bit of background there about what an overlay district is and I think two good examples that we have today are the flood plain overlay district and the South Ninth Street Corridor. We have large parts of south Salina that are in a flood plain and the underlying zoning is the same, you're not really affected by the flood plain overlay except if you have a new home you might be restricted on being able to have a basement, or if you build a building you would have a minimum elevation, but the basic underlying zoning stays the same. On South Ninth Street there is a South

Ninth Corridor Overlay District and that district has eliminated a lot of traditional retail or big box retailers from that corridor from Schilling Road to Water Well Road. The car dealers do not generate the type of traffic or impact that a Wal-Mart or Target or that type of business would have, so that overlay district had some landscaping, signage, outdoor storage limits, but also limited the uses that could occur in that corridor. But we were thinking along those lines in terms of looking at North Broadway the same way, so we had some basic questions that we were going to ask the Commission based on what you know, what you've observed in this corridor, the changes you've observed over time, the roadway changes that we're talking about, whether you think that this is unique or important enough to single out and identify as a candidate for an overlay district, and if you do, do you have thoughts about are you in agreement with what we define as the corridor which is basically the viaduct up to Ninth Street, or should it extend over to Santa Fe on Pacific, or should it be a shorter area? And really the third question would be are there things that as the corridor redevelops or gets new development that should be specifically addressed, whether that's setting the minimum lot area or saying that you could have industrial zoning but still require paved parking and landscaping and things of that nature? So before we attempted to try to draft something or even take a stab at it we thought we would give you this background information and then try to get some input on those questions, whether you think this is still an important corridor for Salina that warrants special attention, and if you are in agreement with the way that we've defined the area there? We kind of tied it to the transportation project. There's certainly other parts of Broadway from the viaduct south that also maybe need some attention and being looked at as far as medians and the roadway, but we're focusing on this because it ties in both with the transportation project and what's happening on North Ninth in the way of wayfinding and landscaping improvements.

Mr. Simpson stated there has to be some difference between the South Ninth where it's primarily new development over a period of time as opposed to redevelopment of a mixed-use existing area. How soon will you have your inventory done Dustin?

Mr. Herrs stated I think we were hoping to do it within the next couple of weeks or so.

Mr. Andrew stated hopefully to be done with it by the first of August would be the goal once we get going out there and we got all of our checklists and our inventory and everything. It's a matter of giving people notice in advance and then going out collecting and the information.

Mr. Simpson stated because I would think in a redevelopment district you have to be a little bit careful about restrictions and requirements and so forth. If the economics of the deal doesn't justify that not much is going to happen and so it doesn't improve anything.

Mr. Andrew stated the idea about restricting uses, if anything the idea would be to open it up to as many uses as you could, but then have some standards of how property developed or redeveloped. But we've got some properties there that have sidewalks and green space, some have no sidewalks and no green space, some have outdoor storage, some have gravel all the way out to the curb. We have a real mixed bag as far as what is there, so that really gets into I don't see this as being nearly as detailed or anything as you would have for South Ninth.

Mr. Simpson asked does the traffic project now stop at Ninth or does it go on over to Santa Fe? What's being done?

Mr. Johnson stated it does go on over to Santa Fe in the way of curb and gutter replacement, pavement replacement, and tying the pavement markings and things together. But the conversion to a three-lane basically stops at the Ninth/Pacific intersection, and intersection realignments of course, because everything's on a grid to the east of Ninth Street.

Mrs. Soderberg asked are current businesses grandfathered in then?

Mr. Andrew stated yes everything that's there is grandfathered, I mean if you have a gravel parking lot today you were grandfathered in. One of the discussion points that we've had with some businesses like Geoprobe that has a presence there and they really ideally need industrial zoning for what they do. There's been some reluctance to put industrial zoning right on the street frontage because it does allow outdoor storage and gravel parking and things of that nature. So one idea behind having an overlay district is you could have industrial zoning, but if you had an overlay then you could require that parking be paved or you could require that there be some green space in the front yard or sidewalks or things of that nature without being overly restrictive. But actually in some ways the overlay district would open things up because it would probably allow for a wider range of uses, you would just have maybe some consistent development standards that are hit and miss today, because right now you could have a C-5 lot that requires paved parking and front yard green space next to an I-2 lot that doesn't, and then you don't have very much of a uniform appearance in the corridor. So that's partially what an overlay district would do, you would have a uniform set of standards regardless of what uses were allowed. But I mean the days of having lots of motels and restaurants and things like Broadway used to have is not going to happen, so it's mostly going to be redevelopment.

Mr. Simpson asked in the residential neighborhoods behind the corridor, does that effect anything there as far as use?

Mr. Andrew stated the idea is that it would go as deep as those parcels that are outlined there, and some of them are deeper than others just because the old Morrison's and Payless Cashways site is an extensive land area and also Foley Tractor. But basically you're just talking about the lots that front on the frontage of Broadway and not anything in behind. The difference is Ninth Street really from Pacific to Thomas Park is almost all residential and Broadway is almost all commercial.

Mrs. Soderberg asked is there any talk about improvements from Santa Fe and Pacific on east? Do I have that right?

Mr. Andrew stated there are some roadway improvements planned I think.

Mr. Johnson stated yes there are. Right now we're working on, we have a piece in there that you know we have the overpass, that's a small project out east of town there, and then we have this project and there's two intervening sections, one from Front out to the overpass and one from Front Street back to Santa Fe, and we're kind of keeping those separate in terms of design projects. We're already designing the section from Front Street out to the overpass and I think it's our intention once we get that project underway is to be designing that intervening piece so we can connect it all. So yes the answer to that is we are proposing some improvements from Santa Fe out

east to tie into the overpass.

Mrs. Soderberg asked why wouldn't that be included in the overlay district then as you go east on Pacific?

Mr. Andrew stated it could very well be at some point, I mean it could and there's some logic to basically starting at Pacific and the overpass. What we were focusing on is at this point we know what the design is for redoing North Broadway, we know what streets are going to be realigned. There is going to be some green space areas that are created out of right-of-way that might have some potential where the Parks Department can do some plantings and things of that nature. So we really focused on that and we were asked to take it a step further and look at the private property behind all of that, but the next logical step is to look at Pacific from Ninth all the way over to the overpass, but I think timing wise it might fit better once we knew what kind of design and things we were looking at in the way of the roadway. I believe we're looking at curb and gutter and things of that nature on East Pacific as opposed to the kind of the rural highway look that it has today.

Mr. Johnson stated that would be correct.

Mr. Andrew stated but what you're describing really ties these two items together, the North Ohio overpass and North Broadway. We're taking it a bite at a time.

Mrs. Soderberg asked so staff would rather not have this as part of the overlay at this time?

Mr. Andrew stated I think it is something that we could build on, and it certainly makes sense to us. The reason that we focused on this is because we had so much information, and we also have the other project that's working it's way down from I-70 down to the Broadway intersection looking at wayfinding, median landscaping and other improvements. So we have just completed our inventory, it kind of surprised me, I think there were 66 properties on North Ninth and 59 of them were residential out of the 66. We looked at curbs and gutters and sidewalks and where trees were uprooting sidewalks and all that and we think we have a pretty good handle on that. But I would agree that we could certainly look at that as the next step, but that would kind of be the connecting piece between the other two.

Mr. Funk asked what about Ninth Street south of Pacific? Is that in the plan somewhere along the way?

Mr. Andrew stated as far as the wayfinding system, the wayfinding system will extend all the way down to Ash and the downtown area in terms of the directional signage and things of that nature. But certainly that is an area that needs some attention but that's a little more of a mixed use area than the area to the north, so we're just kind of prioritizing and trying to get in bite-sized chunks the areas that we can get a handle on. But that is certainly, from there to the downtown is also an entryway into the community if we're drawing traffic off of I-70.

Mr. Ritter stated I think anything we can provide for the north end of Salina is well warranted and probably justified and I would be agreeable to just about anything they want to do, especially this overlay district. I think it's a very good idea, probably a little bit late too, but it's in need of something.

Mrs. Soderberg asked you were mentioning about signage though is that including billboards all over, are we going to get rid of those?

Mr. Andrew stated well none of this involves necessarily getting rid of anything, it just means that you have something that over time as properties develop or redevelop, that you have kind of a uniform standard as to what people envision in the corridor, it's kind of a product of it's time and every one has it's unique character. South Ohio is different than South Ninth Street and part of that's a product of zoning, part of that's what uses and development standards are in place, but anything that's done in the way of an overlay district or something is going to be gradual and it's going to be prospective over time. To me the types of examples are if you look at the corner of Crawford and Ohio, if you look 10-15 years ago you basically had two filling station sites and from border to border you had 100 percent paving and now on one corner you've got a McDonald's that's been redone with some attractive landscaping along Crawford and Ohio, and you're going to have a Subway there fairly soon and they're going to have green space and plantings at the southwest corner there. So it's having something in place that gradually over time will change the character but that's the idea, it's not that you're going to go out there and take down billboards or make it more difficult, it's just to say that as properties redevelop this is going to be the standard and it may be some other things, for example we talked about focusing our code enforcement or things like that. Maybe you don't tolerate abandoned signs that maybe have been overlooked or you pay closer attention that everybody's mowing their weeds and grass except for one property. You pay closer attention to those kind of things. So it's not going to be immediate but it's something that can happen over time. It's kind of having a plan for what happens over time.

Mr. Funk stated a lot of conditions on this corridor like unpaved parking lots are grandfathered in. What conditions does the grandfather clause discontinue or end?

Mr. Andrew stated grandfathering of parking lots is really forever except for if you have a gravel lot and you go in and do a big addition that requires more parking, the new parking has to be paved but the old can still remain as gravel.

Mr. Funk asked what if a tornado or a fire destroyed the building and he applied for a building permit?

Mr. Andrew stated the parking lot if it was still there would be grandfathered in, so the only way you really make a change is by redeveloping a site. But let's say somebody was interested in having an industrial use on Broadway and they had I-2 zoning and they were going to redevelop the site. If they had I-2 without an overlay then they could just keep their gravel parking. If they had I-2 with an overlay then that could say if you build a new building there then parking would have to be paved because that's the standard in this corridor now even though you have I-2 zoning. So that's really the change. The way it stands today there would be no change because what's gravel is always going to be gravel, and so you could get redevelopment and still not have a change because I-2 doesn't require paved parking. There's places where that's appropriate and maybe on Broadway it's not.

Mrs. Soderberg asked could the overlay conditions say that if a property sells then it must be paved?

Mr. Andrew stated it would really have to be tied to some new development, so there would have to be something that either caused an addition or major renovation. For instance on landscaping, if you do an addition that's equal to 30 percent of the size of the existing or you do a renovation that's equal to 50 percent of the value of the existing building that's there, then landscaping becomes part of the project. You could have something similar on Broadway that said that if you had added so much to an existing building or if you did a major renovation that was equal to 50 percent of the value, then that could trigger improvements. Just changing occupants or changing owners wouldn't be sufficient. You still have the grandfathering.

Mr. Simpson asked any other thoughts or comments?

Mrs. Soderberg stated I say you look at all the bulleted areas I mean I don't know why not.

Mr. Andrew stated the idea is certainly not to be overly restrictive in an area that needs incentives. The other thought, and we haven't gotten that far yet, but it's the neighborhood revitalization area. That's a tax rebate program and right now if you have a commercial property the only commercial properties that are eligible are basically Santa Fe up to Pacific and then just over about two blocks. So one thought or one discussion point is whether this Broadway corridor is an area where you want to offer an incentive like that as well. What the rebate program is is that you come in and have a base valuation that's established and then if you do a new building or a major addition, you for ten years get rebated the difference between your base property tax and what you would pay based on the new valuation. So an example of that would be Riverside Plaza which is a residential facility on Elm. They're currently paying property taxes based on a vacant lot. So what occurs is that they get their tax bill, they pay their taxes, and then there's a formula and they get probably close to 90 percent of that rebated back to them because they developed in a redeveloping area of the community. So the area that covers residential is much larger but that's another thought for the North Broadway corridor, should we extend that incentive to areas besides Santa Fe and Pacific? So the idea is not to make it more difficult to redevelop but just to have a uniform standard so that over time the corridor takes on a certain look. If you're comfortable with that we will start with Broadway but we're certainly aware of Pacific all the way over to Ohio as being part of that linkage. So I think we'll give you a draft and also in that report we'll give you a copy of the South Ninth Overlay District so you can kind of look at those side by side and see what differences there are.

Mr. Simpson stated ok.

- Item #3. Application #Z06-8, filed by the Salina City Planning Commission, requesting the addition of Section 42-420 North Ohio Gateway Overlay District to Article VII, Planned Development Districts, of the Salina Zoning Ordinance.

Mr. Andrew stated John do you have some information about North Ohio that we were going to show? We gave you the slides from the Powerpoint presentation and having those and having those in color and all I think give you the picture that it's going to be pretty impressive in terms of coming in from the north and the ponds and the amount of landscaping and everything's that being discussed. It's not as impressive right now but what will occur is that this section of Ohio that exists today will be retained and it will be essentially a two-lane street, and it will still provide access to the

businesses there and also to Woodland, Prospect, and Van Horne Streets. A lot of the same discussion has come up with North Ohio that if there's that kind of investment being made in the overpass and landscaping at the approaches and all, and there's so much vacant land, should we be looking at having an overlay that might allow industrial-type uses but set a standard for the corridor? So Dustin's got some photos here that we've done. I think primarily what we're interested in is whether you see the important corridor, the gateway corridor, being from the end of the overpass out to I-70, or whether you see it extending perhaps as far south as North Street? So really you've got the same approach and one of the things that was done with some discussion with the folks at Casey's General Store and Stanion Electric, but I believe the Casey's site is zoned I-3 Heavy Industrial and the Stanion site is zoned I-2. In both those cases they essentially voluntarily did full paving, landscaped front yards, did all of that but it was not required and if they had chosen not to they wouldn't have had to. So to me those are examples of maybe the types of cases where you might have industrial zoning in place but get that type of development with an overlay district. I think Ohio Street is a little different because there is so much vacant land and there will actually be some land that gets reconfigured when all the right-of-way is finalized and improvements are all in, there will actually be some land that the City purchased or was forced to purchase that will then become surplus at some point and actually developable. So this is kind of the same line of questioning, whether you view that entryway as unique or important enough to look at having a corridor overlay district, what you think the boundaries ought to be, or it should start and end at, are there areas that might warrant special attention like where the realigned Pacific intersects with Ohio and so again, the types of tools that you see would be limits on certain types of uses on the frontage, parking lot standards, landscape standards, limits on signage, limits on outdoor storage. One area that we have not gone into and to a limited degree we did on South Ninth Street, but any type of architectural standards, not so much what kind of buildings, but maybe what types of buildings or styles shouldn't be allowed right on the frontage, but it would be kind of the same set of questions and whether you as a body think that North Street is where it starts or whether we should just focus on the area between the overpass and the interstate. I think Brad is not quite as involved in the overpass as he is the Broadway project, but is that correct that we're looking at late spring, early summer next year for an opening and a lot of the landscape work and everything will be done being installed next spring or are we even looking at some this fall?

Mr. Johnson stated I wouldn't think we would be looking at any this fall. I would think we would be looking at next summer and next fall for full completion including the landscape enhancements on the project. I think the construction project will be done, I think the KDOT schedule has completion in the spring of next year, substantial completion and opening to traffic. But I would assume that the landscaping enhancements would occur after that.

Mr. Andrew stated I guess that would be one thing that we would want your thoughts on is whether you think we should focus just out to the interstate or whether it should start in the area where the ramp will actually start about where Van Horne is today?

Mr. Johnson stated right here.

Mr. Andrew stated that's the Crown Distributing site right there at Van Horne and Ohio so that's really where the ramp will start.

Mr. Johnson stated yes I think at the Van Horne intersection we're looking at about a three foot increase in elevation for the intersection over what it is today.

Mr. Simpson asked and York on the other side as well?

Mr. Johnson stated yes correct.

Mr. Andrew stated where those metal buildings that were there on the south side of York and that's where the road is going to go, where those metal buildings were, it'll be pushed to the south so it will line up with Van Horne.

Mrs. Yarnevich stated I believe it ought to go all the way to North Street on out to the interstate personally.

Mr. Funk stated I would agree with that.

Mr. Simpson stated yes I would think so.

Mr. Andrew stated the true gateway into the city is from the north but I think the improvements, the landscaping and all even at the south end will be pretty dramatic from the way it looks today. So I think we will do a similar thing, we'll try to bring these back together so you can kind of look at them, compare them and the corridors and also like I said, give you a copy of what was adopted for South Ninth so you have that for comparison purposes. We're not doing the extensive inventory or anything out here quite so much because there's so much vacant ground out here and that's really what the overlay district is intended for would be future development that might be triggered by completion of the overpass. But that would be our plan to put together some drafts for your discussion and probably we would want to share those drafts with property owners in the corridor before we brought it back to you just so they could get a feel for that.

Mrs. Soderberg asked is any curb and guttering going in on the old Ohio portion there?

Mr. Johnson stated I think there will be a curb and guttered roadway on the existing Ohio Street.

Mr. Simpson stated okay how about an update on pending applications, Dean?

Item #4. Update on pending applications.

Mr. Andrew stated yes I wanted going to give the Commission an update on two items that are pending or have been before this group. One is the third floor bar downtown over Big Nose Kate's and there was a proposal to add another drinking establishment on the third floor. One of the things that we learned is that it is not unusual especially in larger cities to have multi-floor bars, but what they have usually done is that they have not assumed that the occupant load is going to be evenly distributed. They are designed in a way that you could have 100 percent of the people on one of the floors and zero percent on the other, and our concern was that basically both the second and third floor bars are going to be operated by Mr. Leister and even though they are separate and would operate differently there was basically going to be a free flow of people between the second and third floor. So what is being looked at is what type of exiting needs to be available to get people out

of both the third and the second floor if they're at full occupancy on any particular evening, and assuming that you're not going to have the occupant load in each of them, that you might exceed it in one and be less in the other and not be able to predict that. So that is being looked at by some fire protection engineers. They're doing some analysis of that and when we get that back that would be the time that we would re-advertise that and reschedule it for a public hearing when we can at least answer the questions about fire exiting. Certainly there are some other issues raised by having an additional large bar in the downtown area but that was primarily a safety issue that we didn't feel comfortable bringing back to you until we had worked through that. So what we plan to do is get that, review it, make sure everybody's comfortable with that, and then we would readvertise a hearing date and let everybody know and bring it back to this Commission. The other application was the request to rezone the old Shalimar Nursing Home. The City Commission voted to send that back essentially to give them the opportunity to convert that to a planned development district. What they're doing is they're reevaluating things, they're going to come up with their preferred option. There could even be some options that might involve the demolition of the structure we don't know that yet, but when they decide then they will actually convert their application and submit a plan for whatever it is that they want to do with that and then they will set up with our assistance a neighborhood meeting and they'll present their concept there to the neighborhood. Once that's done we'll set a hearing with the Planning Commission and that will come back with a specific plan and then we will essentially do a report on that plan. We will look at drainage and we will look at traffic counts and we will look at distances of setbacks and where dumpsters are located and screening in much more detail than we did with the initial zoning request. So that it's not on a hard and fast schedule, the process is going to be they decide what option that's preferred, they're are going to have a neighborhood meeting first, then we'll schedule it and bring it back. So that is an update on the two applications that are still kind of pending out there. We think that they need to get together and decide what their preferred plan is and then meet with the neighbors which is essentially what they told the City Commission they wanted to do and that needs to occur first and then we'll schedule the hearing. We don't want to put it under some artificial time frame.

Mr. Simpson asked then we'll treat them as a new application not a reconsideration of their earlier request?

Mr. Andrew stated essentially it's a new application because it's a specific plan now and we will evaluate it that way which is different than just a zoning case. We do have a meeting scheduled for the first. We do have eight items filed for that meeting and we have a replat of the property up on North Ohio where Foley Tractor and Kenworth, well Foley Tractor is not located but would like to relocate to and Kenworth is. Then the Blue Beacon International has some holdings at the north end of Graves Boulevard and also Westport, and they have a replat of that area that reconfigures lot lines and easements and rights of ways to more conform to what their holdings actually are. Then we have rezoning for some property that has mixed zoning that's behind Orcheln's and would be an extension southward of the Triplet Self Storage there. We have an application on South Ohio at 2075 where we have an office building that's zoned C-1, and they would like to be C-3 which is consistent with some of the other property there because they find the C-1 zoning restrictive on their options for signage for that. We have a rezoning on East Prospect to convert another residential property to light industrial. So those are some of the items that we have coming forward.

Mr. Simpson stated they should all be on the August 1 agenda.

Mr. Andrew stated right and hopefully, what we've been trying to do is once a month at the beginning of the month, send out an agenda planner that we could e-mail out to everyone and kind of give a preview of what's upcoming for future meetings. So both you get an idea when the next meetings are and some of the things that are on there. So hopefully you are getting that by e-mail and we're trying to look out a little more so you can see what's coming up. August 1 we'll have a number of items and it looks like the 15th we just have two items for you.

Mrs. Soderberg asked I have a quick question. I've heard some concern about the new Subway at Crawford and Ohio and the access in and out, and is there something going to be different then what you see right now? Will they have all of that area for..?

Mr. Andrew stated they'll actually have defined driveways. It will essentially be a loop system. One of the things about Subway that's unique, or at least this group that does it, is that we had, I don't know if this group recalls the one we had on South Ninth, they design these with drive-thru windows even though Subway does not do drive-thru, they design these that way so that if Subway doesn't work out and somebody else wants to go in there, they have that all worked out or planned out. But essentially it's going to be a U-shaped circulation where you will exit on Crawford and enter on Crawford. So you have those challenges there with those islands on Ohio but because Crawford is open they primarily will be there but they will have defined driveways and they're putting back sidewalk and they're cutting out concrete and putting back landscaping. So there will be defined driveways.

Mr. Soderberg asked so nothing on Ohio?

Mr. Andrew stated I don't believe so no. I think they were going to leave that as no, because it doesn't really benefit them with the median there you can't really go out and make a left turn or anything.

There being no further business the meeting adjourned at 5:05 p.m.

Dean Andrew, Secretary

ATTEST: _____